

PENNYRAIL

AUGUST 2003

VOLUME 7 NUMBER 8



Chapter

CHAPTER MEETING

MONDAY, AUGUST 25

7:00 PM

**Badgett Center
Madisonville, KY**

Arch Street at the Railroad

AUGUST PROGRAM

The August program will be a mix of favorite slides from the members. Bring a few of your favorites and let the members know what your favorite railroad or railroad equipment looks like. Jim Pearson has indicated that he should have some slides from his P&L cab ride and Chuck Hinrichs will have a few ICG shots from the 80s. We will have a stack loader available so if your slides are not in a carousel, we can still get them on the screen. Our Vice President, Ricky Bivins, will provide the refreshments. It should be a fun evening so come and bring a friend.

JULY MEETING

Seventeen members were on hand at the Badgett Center for the July Chapter meeting. Following a rather lengthy and spirited business meeting and

(Continued on page 2)

The official publication
of the Western Kentucky
Chapter, NRHS.

IMHO

by

AMTRAK

The Administration's recommendations regarding continuing financial support of Amtrak is, in the opinion of many - your editor included - a death sentence for a viable national inter-city rail passenger system. Under the administration's proposal much of the funding for Amtrak's continuing operation will have to come from the states rather than the Federal treasury. This unfunded mandate comes at a time when most states are facing serious budget problems and new programs a just not in the cards.

It seems that a viable inter-city rail passenger system is not in the administration's plans though spending for highways, airlines and rivers and canals continues. We seem to have plenty of federal dollars to support all transportation systems except inter-city rail passenger service. There are rumblings in Congress in support of a realistic level of support to Amtrak. It would well be worth your while to contact your Representative and Senators urging their support for a

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Wallace Henderson

"PENNYRAIL" is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

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Chapter News

some great refreshments courtesy of Rich Hane, the members enjoyed a program featuring slides from the collection of David Cooper. Featured were some very nice vintage L&N shots of both passenger and freight operations. All-in-all a most enjoyable evening.

CSX provided only one train during the meeting so the members came up a bit short on exercise to work off the refreshments.

CHAPTER NOTES

Several Chapter members were in Cincinnati over the August 9th weekend for the 8th Annual Summerail. The festivities are held in the magnificent art-deco Cincinnati Union Terminal. Activities kicked off Friday evening with an informal slide show at Tower A in CUT. Tower A is the home of the Cincinnati Railroad Club and it overlooks the NS and CSX yards and intermodal facilities. The Main events kicked off Saturday morning with a railroaders show in the CUT rotunda. The multi-media slide presentations began at 1 pm and continued until 10 pm with a two hour dinner break. Your editor has been to all eight Summerails and in his opinion this was one of the best for all-around excellence. Wallace Henderson, David Hayes and Chuck Hinrichs represented the Chapter. We had a great time!

Don Clayton has a new e-mail address at the college:
 donald.clayton@kctcs.edu
 His home address is:
 docmath@bellsouth.net

It was good to see Tim Moore at the July Chapter meeting. He is recovering from fractures of both legs and is now able to get around.

MORE PHOTOS



The Wilmington & Western 0-6-0 #58 pulled NRHS convention trips. The Baldwin locomotive was built for the Atlanta Birmingham & Atlantic in 1907. The passengers enjoyed several photo run-bys in nice sunny weather. A former Pennsy "doodlebug" was also in service. *photo by wallace*



A study in contrasts as new Amtrak diesel power lines up next to vintage Western Maryland 2-8-0 steam power and some semi-vintage diesel freight power. The location is Cumberland, Maryland on the B&O/CSX main line. The Cumberland station is in the background. *photo by wallace*

STAR SPANGLED RAILS

by
Wallace Henderson

Our convention this year in Baltimore was entitled Star Spangled Rails and was a joint convention between the NRHS and the Railway & Locomotive Historical Society. In spite of the partial roof collapse of the B&O Museum and the subsequent cancellation of the recreation of the Fair of The Iron Horse of 1927, the convention was well attended. Besides myself, Chuck and Shirley Hinrichs attended and Don Clayton arrived for the closing Western Maryland trip.

En route to Baltimore, I detoured up to the East Broad Top and adjoining Shade Gap Trolley Museum for a afternoon of riding and photography. I spent that night in Hancock, Maryland, site of one of the few remaining towers ("HO") on the former B&O Cumberland Division. Here one can also drive west along the tracks on a access road between the bluffs and the Potomac River past locations with such beguiling names as Sir John's Run and Grasshopper. There are still classic B&O color position light signals in this area but they

(Continued on page 4)

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

RARE MILES ON THE ex-GM&O

by
Don Clayton

The weekend of March 28-30 provided a rare mileage opportunity on the ex-GM&O in Mississippi and Tennessee.

A motor car convention was scheduled in New Albany, MS for the weekend. This is where the GM&O crosses the old Frisco line between Memphis and Birmingham.

As usual, I took the day off on Friday the 28th and drove to New Albany. After checking into the Holiday Inn Express, I scoured the town for local home-owned restaurants featuring steak and seafood.

Early on Saturday, March 29, the parade of motor cars and high-rail vehicles headed south on the Mississippi-Tennessee Rail Net for Houston, MS and then a return to New Albany. (See photo on page 8) Next we positioned my car at the City Hall/Fire

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Department/police Station in Middleton, TN for a "quick get-away" on Sunday. We spent the night in New Albany.

Sunday, March 30, was another clear sunny day. We positioned our vehicles for the trip northward to Middleton, TN. Here the railroad interchanges with the Norfolk Southern line from Memphis to Chattanooga. This was the route of the "Tennessean."

On the way home from Middleton the transmission of the old Toyota acted up. It started popping out of fifth gear, so I drove in 4th until it started popping out of 4th also. Trying to keep to a 70 mph pace in 3rd and 4th gears played havoc with the gas mileage. The fix was not feasible so after 223,000 miles and 13 years I finally said farewell to the old Toyota and hello to a new Honda.

Historically, passenger service



on this line lasted until the early 1950s as GM&O trains 1 and 2, "The Rebel." This was a St Louis - New Orleans train running via Cairo, IL and Kentucky towns of Wickliffe, Laketon, Berkeley, Columbus, Oakton, Moscow, Cayce and Jordan, Union City and Jackson Tennessee and New Albany, Louisville, Philadelphia, and Jackson Mississippi and on to New Orleans. Equipment on "The Rebel" was a six section, one drawing room observation lounge sleeper, economy buffet with service at the counter, tables of seat and reclining seat coaches.

"The Rebel" was anything but a speedster. It covered the 751 miles between St Louis and New

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Star Spangled Rails

(Continued from page 3)

are steadily being replaced by the new type as on the HD.

With not many miles to cover the next day, I visited Hagerstown where is a small museum (not open) and a impressive former Western Maryland station. Then I went down to Harpers Ferry and ate lunch in a former WM wooden baggage car. Heading east, there is a B&O station and tower at Brunswick, the famous old depot at Point of Rocks, and a depot and museum at Gaithersburg which features Buffalo Creek & Gauley 2-8-0 #14. Then it was on the Baltimore and traversing a dozen miles of the infamous Washington Beltway at a frustrating pace en route.

The first day of the convention was Tuesday, July 1st., with a trip to the Wilmington & Western with rides behind 0-6-0 #58, built for the Atlanta Birmingham & Atlantic by Baldwin in 1907 and former Pennsylvania RR diesel electric combine (or "Doodlebug") #4662. A number of photo runs were made and it was a enjoyable visit on a sunny day.

That night the night photo session was held at the Baltimore Trolley Museum with five cars ranging in age from 1902 to a modern PCC car posing for photos. We also rode the museum's short stretch of track to a loop. This was former Maryland & Pennsylvania ("Ma & Pa") track and we passed the roundhouse, now in commercial use.

Wednesday was heavily overcast as we headed up the Potomac River Valley on a Amtrak special (via Washington) to Cumberland. A trip thru the beautiful Potomac Valley is always interesting and scenic even in poor weather with the many river crossings and remote countryside. Down below us we paralleled and crossed and

(Continued on page 5)

Dead Cow Conspiracy Rocks Railroad

Dead cows and horses all over the tracks.

That's what Louann Lodwick claimed the Burlington Northern Santa Fe railroad trains were doing to her livestock. She sent them claims from counties all over the state and from the San Felipe Reservation. She claimed her animals -- sometime whole herds of them -- were on the railroad right-of-way when they were leveled by locomotives. So the railroad wrote out 43 checks for more than \$144,400.

Lodwick started slow, claiming one dead horse in December 2001. BNSF paid \$1600 for that animal. The claims escalated quickly to three cows and a calf. Last April, she claimed a train rampaged through a whole herd, killing six cows in one collision. In ten days last spring, she claimed \$11,000 worth of dead horses.

"I can tell you we have never had a situation that I am aware of similar to this," said BNSF spokeswoman Lena Kent.

So how did Lodwick get away with it?

BNSF investigators say her husband was the claims representative for the railroad and he wrote her the checks. Or he did, until one of his clerks blew the whistle, so to speak. Investigators moved in and connected the dots between Lodwick and claims representative Scott Waterman of Albuquerque. Now, Waterman and his wife, Lue Ann Lodwick Turnquist Waterman, are in jail, facing 43 embezzlement counts and conspiracy. Both are being held on \$100,000 bonds.

Meanwhile, the railroad continues its investigation, trying to confirm any of those claims with engineers, especially that one about the whole herd of cows. "Although the equipment is very large, if there were a herd of cows or horses that could come in front of the locomotive, the engineer would know," said Kent.

Mrs. Waterman is identified as a corrections officer, working for the New Mexico Central Correctional Facility in Los Lunas. Officials there say they will investigate and decide if she will be put on leave following her arrest. The railroad has not said what it will do to Waterman.

Investigators say Waterman originally told them he paid the claims without question because he said Lodwick was a Native American, and he had been trained to pay those claims quickly to keep up good relationships with the reservations.

internet

ex-GM&O

(Continued from page 3)

Orleans in 23 hours - a leisurely 32.7 MPH. By contrast IC's "Panama Limited" made the 709 miles from St Louis to New Orleans in 14.5 hours - a respectable 48.9 MPH. As a final comparison, L&N's "Hummingbird" made it's 950 miles in 23 hours for an average of 41.3 MPH. What would have been your choice?

One final note, the Southern offered service from St Louis to New Orleans via Louisville, Danville and Somerset KY, Chattanooga and Birmingham. This was a 1087 mile trip that took 37.5 hours at an average speed of 29.1 MPH. Lastly was a Missouri Pacific run from St Louis to New Orleans via Little Rock, AR. This trip covered 836 miles in 30 hours at an

Star Spangled Rails

(Continued from page 4)

recrossed over the now abandoned B&O Old Main Line, which followed the course of the river, as we traversed the Magnolia Cutoff high above. At Cumberland, we transferred to the Western Maryland Scenic for a ride up the mountain behind "WM" 2-8-0 #734, actually ex-LS&I. Naturally, a photo run was held on Helmstetter's Curve - just as rain began to fall! Returning that night and running late, we came into Washington Union Station for a electric engine to be placed on the other end of our train to pull us backwards to Baltimore. Here we sat for well over a hour while Amtrak came up with one to do the job. Didn't they have spares? Arrival in Baltimore was after 1 A.M.

The next day were the

seminars, the Bay Lady Luncheon Cruise thru the harbor as far out as Fort McHenry and the Key Bridge and in the afternoon a most interesting presentation by the Director of the B&O Museum concerning the tragic and costly roof failure, the beginning efforts at restoration and the future of the museum. That evening the convention banquet featured a VP of Amtrak who refreshingly "told it like it is" regarding Washington politics and freight railroad cooperation.

July 4th featured a railroadians show beginning at noon and the Directors' Meeting which I attended at 1 P.M.

Saturday was a roundtrip to Harrisburg on a Amtrak special up the former PRR "Port Road" pulled by Mr. Levin's Pennsy E units. However I elected to take the Historic Baltimore Tour, visiting Fort McHenry, the 1793 house of Mary Pickersgill who sewed the 42 X 30 foot flag hoisted over Fort McHenry at the conclusion of the famous battle -the flag that led to the writing of the Star Spangled Banner by Francis Scott Key. The trip concluded with a gourmet box lunch (yes, there is such a thing!) at "Evergreen" the 1859 mansion of the Garrett Family. Mr. Garrett was President of the B&O Railroad and the family occupied it from 1879 to 1956 and then willed it to Johns Hopkins Un.

Sunday concluded convention activities with a Marc trip up the former Western Maryland to New Oxford, PA. (Don Clayton had by now joined us for this "rare mileage" trip.) This train had a Marc GP40WH-2 locomotive on each end and all cars were Marc commuter coaches. Inside the old WM depot at New Oxford is an extensive and very fine museum featuring over 200 railroad lanterns. Its certainly worth a visit. Outside, the weather was VERY HOT and there was displayed a Pennsy 4 wheel

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caboose and a Rpo/baggage car. A very nice trip but by departure everyone was glad to get into the air conditioned cars and head for the city.

See related photographs on page 2.

Next month I will conclude with

BUFFALO

By
Ricky Bivins

In 1990 I made a very big decision, to move to Cheyenne Wyoming. I wanted to attend school at Cheyenne Aero Tech and add an Airframe & Power plant rating to my airman's certificate. This would allow me to maintain as well as fly airplanes.

This would be a major undertaking as I had a two-month-old son to care-for as well. We made the move without incident and I was enrolled in school, ten years after graduating high school.

Cheyenne is a rail fan's dream town. Union Pacific has a very large classification yard there as well as a light locomotive repair shop. Perhaps best of all is the fact that UPRR also maintains their two steam locomotives there. Of course I am talking about 844 and 3985. Also in Cheyenne is the UPRR passenger station that at the time was used for a crew change point and was closed to the public. The station would later be sold to the city and is now a museum. The 9 remaining stalls of the roundhouse were full of steam locomotives and parts and were not open to the public. I did befriend UP steam guy Steve Lee as well as Bob Krieger while in Cheyenne. And yes I did get to go inside and look around these buildings. NO Dennis I did not take anything!

MAY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, July 28 7:00 pm

President McCracken called the meeting to order and the minutes of the June meeting were approved. The current treasurers report was also approved..

TREASURER'S REPORT:

Beginning Balance		\$2,374.02
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$0.00	
Donations	\$0.00	
Raffle	\$0.00	
Video	\$0.00	
Other	\$0.00	
TOTAL	\$0.00	
Adjusted Balance		\$2,374.02
Expenses		
Nat. Dues	\$0.00	
Postage	\$25.90	
Printing	\$34.05	
Video	\$0.00	
Supplies	\$0.00	
Other	\$0.00	
TOTAL	\$59.95	
Ending Balance		\$2,314.07

MEMBERSHIP:	Full	3	9
	Chapter Only	21	
	Total	6	0

DIRECTORS REPORT: Wallace reported that the 2004 Convention will be in Minneapolis, Chmn. of Board, LeRoy Deitrich is in stable condition but not well enough to attend Convention. Society in fairly good financial condition. Bulletin will go to full size format. Fall BOD meeting in Long Island, Wallace will not attend. Barry Smith is VP replacing Bob Pinsky.

OLD BUSINESS: The Badgett Center has a new video projector. Bob McCracken will check on operation.

NEW BUSINESS: Following Wallace Henderson's suggestion, Chuck Hinrichs moved that we send \$150 to the B&O Museum. Motion passed. Chapter will act as conduit for tax-free donations to assist in Ricky Bivins restoration of the REA truck subject to OK from legal counsel.

ANNOUNCEMENTS: . Jim Pearson will be riding P&L's LG.&E coal train on assignment from the Messenger. All rail items have been removed from the Hopkinsville depot as Pride, Inc. lost their funding..

ATTENDANCE: Rick Bivins, Steve Miller, Tim Moore, Jim Pearson, Tom Steiner, Dennis Carnal, Bob Moffet, Louie Hicks, Don Clayton, Rich Hane, Chuck Hinrichs, Ron Stubblefield, Wallace Henderson, Keith Kittinger, David Millen, Wally Watts and Bob McCracken.

REMEMBER

THE CHAPTER STILL HAS VIDEOS OF CSX'S HENDERSON SUB, THE CADIZ RR AND THE PADUCAH & LOUISVILLE'S FIRST YEARS OPERATION FOR SALE. CONTACT DENNIS CARNAL TO PLACE YOUR ORDER - 270-825-

TIMETABLE #75
FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

NRHS Fall Board Meeting

Ronconcoma, Long Island, New York Date and details later

L&N Historical Society Annual Convention

Huntsville, Alabama September 18-21, 2003 Hilton Hotel (256-533-1500) Model and photo contests, model and photo clinics, Depot tour, intermodal transportation center tour, Railroadiana/ model show and sale, layout tours, excursion at Alabama RR Museum, open slide shows, Banquet and showing of movie "Flim Flam Man"

MODEL RAIL EVENTS

St Louis, MO September 20 Boeing Employees Railroad

Club Swap Meet 10 AM - 3 PM Admission \$2 Information 636-668-6313 (after 3 PM)

RAILFAN EVENTS and EXCURSIONS

Sebree, KY August 23 Railroad Days. This is a day-long celebration featuring home-spun eats and music. Wally Watts will be on hand with his steam engines

Decatur, AL September 21 Railfan Hootenanny at the old Southern RR Depot. Lots of trains (NS and CSX) plus fun and fellowship. This will be on the Sunday following the L&NHK Convention in Huntsville so there should be a good crowd

Chattanooga, TN September 20 TVRM Steam trip to Chicamauga. 610 will pull the train for this War Between the States day activities. Coach \$30 423-894-8028 for tickets or information

Monticello, IL November 1,2,7 Monticello Railroad Museum Throttle Times. Operate a locomotive Information and reservations 217-762-9011

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

Paducah Model Railroad Club Finds Room At The Inn

Paducah model train enthusiasts, whose clubhouse was recently demolished by the city as part of the Noble Park Improvement Project, say their new home at JR's Executive Inn is an extraordinary boost. The 13-member club is moving into a former store in the Executive Inn's commercial section near the large restaurant facility. The framework has been constructed and the display should be open in a few weeks according to John Miller, club president.

The Paducah Model Railroad Club, formed more than 20 years ago, started as a modular HO-scale club setting up at local events such as the Superman Festival in Metropolis, as well as volunteering for the 1988 NKP 765 steam locomotive excursion to Central City, and helping to host the 1994 ICHS Convention in Paducah. Engineers, bankers, newspaper employees, factory workers, construction contractors, mechanics, railroad retirees, and college students formed a special group that has endured many changes over the years, and grew up right alongside the P&L Railway and VMV Enterprises. Two of the club members even ventured into the hobby shop business, Larry Weineike, who owned a store in Metropolis, and O'Connor Stevens, who recently retired from his 13th Street Depot business in Paducah.

As business declined in the original Paducah Mall, the owner arranged for a low-cost lease of one of the store fronts to the club after they put on a train show and sale in 1991. The club stayed at the Paducah Mall until demolition and construction of a new Wal-Mart Supercenter on the south side of town forced them into Noble Park in 1997. For a time, the club had built a layout in the rear of the 13th Street Depot. But now the club has found room at the inn, and it appears that it will be an extended stay.

Don Van Cleve, sales director for the Executive Inn, contacted the club after hearing of their "homeless" condition. The new location gives the club a shot in the arm, greater exposure to the public, and the possibility of being an anchor for an annual model train and railroading show, perhaps even a GATS show. It also provides the quilt-widowers something to look at during the annual quilt show in Paducah.

Several of the members of the Paducah NRHS chapter, including some of our own members, have been affiliated with the Paducah Model Railroad Club in some form or another over the past 20 years. Best of luck in their new endeavor!!!

chris dees - Internet

Bob Johnson, President of the Paducah Chapter, confirmed that the old NC&StL freight house which houses the Chapter's museum has been sold. The new owner hopes to open a restaurant in the building but it will be sometime before that happens and the Chapter has been told that they may stay in the building at least through May of 2004. Bob says that he has been in touch with both the new owner and with Paducah city officials and that a couple of sites owned by the city might be available should the chapter have to relocate the museum. Both possible sites are in the same general area as the present museum.

I told Johnson that should a move become necessary, he could count on some assistance from our Chapter.

hinrichs

chuck

PENNYRAIL

BUFFALO

(Continued from page 5)

West of town was the start of legendary Sherman Hill and the Harriman cutoff. South of town was Spear and the point where the old Colorado and Southern crossed the UP's former Denver and Pacific line from Cheyenne to Denver. East of town was Archer Hill and all are good photo spots. Farther east was a little town called Hillsdale. This was a station stop for passenger trains at one time as well as a shipping point for cattle on the UP. In 1990, Hillsdale was a shadow of its history, no cattle pens or line side structures of any kind. Two roads crossed at grade and the views of the railroad in both directions were very good. To the east was best as this was looking down grade. Westbound trains headed to Cheyenne were working hard for several miles to the top of Archer Hill, which was about eight miles farther west. I liked the view because there was nothing in the way. No houses, barns or anything for several miles. Made a perfect setting for telephoto shots of trains coming up the hill.

To each side of the tracks (two) were rolling fields, prairie fields as only Wyoming and Nebraska can offer. This was a very good place to watch trains and study while waiting for one. Seldom did I wait long for UP runs nearly 100 trains per day on this line.

I had visited this sight often and decided to do so once again one late summer day. I had parked my car and begin to study. Normally, I would read a paragraph and look up for a train as they could be seen long before they were heard. On this particular day I was reading as usual and waiting for a train. I looked up after a paragraph or two and saw a sight that at first startled me, and then I was awed by it. While I was studying, a herd of buffalo had eased over the hill

(Continued on page 8)

BUFFALO

(Continued from page 7)

from the south, grazing on the grass. I had not seen any in the wild and did not expect to see any that day at that location.

It is odd how so simple a scene can take one back. I was there for quite a while just watching them graze. I knew that for some reason Hillsdale was a special place, that day I knew why.

BUY

SELL

SWAP

For Sale Numerous railroadiana items. Call Don Clayton at 270-821-0731 or inquire in person during the Thursday night sessions at my house.

Wanted Photographs of the IC depot in Central City. Will buy or borrow to scan. Tom Wortham 270-821-7874 e-mail tworthma@madisonville.com

Sell or Swap Extra 2200 South complete set from #20 (Jan 1970) to #124. Will sell or trade for L&N, IC, GM&O or Rock Island lanterns. Also have *The Short Line* from #59 (1985) through #153. Both publications are excellent reference sources. Chuck Hinrichs 270-886-2849 e-mail chuckrail@charter.net

Sell or Swap Complete darkroom outfit. Beseler B23 CII enlarger(color and/or B&W) with 50mm and 75mm lenses and several film holders (35mm,6x6,6x7,6x9), trays, timers etc. Some chemicals and enlarging paper. This is quality equipment and in good condition. \$250 or trade for RR lanterns. Chuck Hinrichs 270-886-2849 e-mail chuckrail@charter.net

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PHOTO SECTION



The Chapter's most dedicated rare mileage collector, Don Clayton, is shown collecting mileage by high rail rather than locomotive and passenger car. This trip was over ex GM&O trackage both north and south from New Albany, Mississippi on March 29-30, 2003 *photograph by don*



This is a portion of the railroadiana show at the 2003 Summerail. The location is the rotunda of the beautifully restored Cincinnati Union Terminal. Note the murals on the walls and the art-deco architecture. The rail photographers gathering was held on August 9, 2003. *digital image by chuck*

"PENNYRAIL" is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, your editor would appreciate hearing from you. Your material will receive the best of care while being readied for publication. Your help is appreciated.